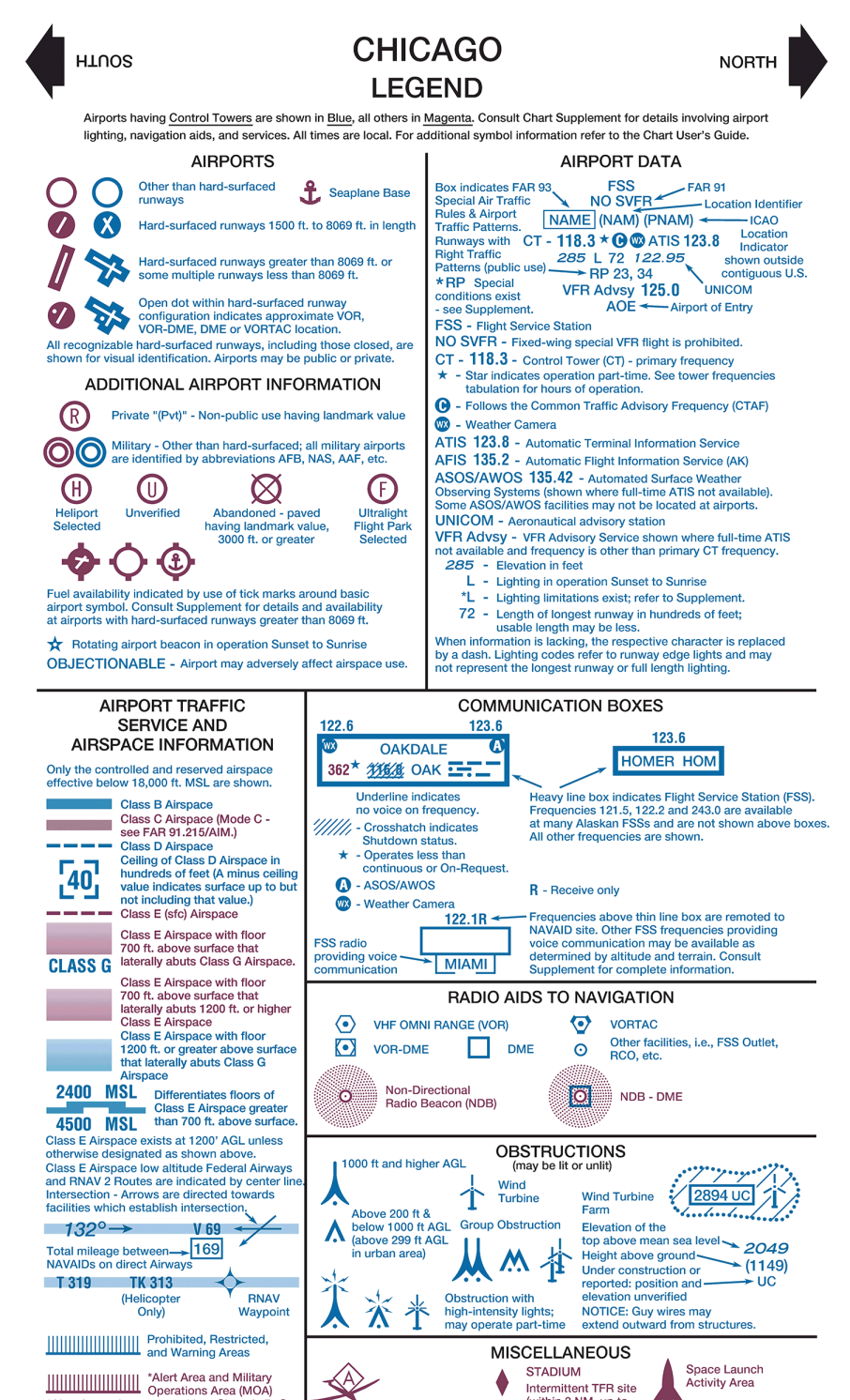
CHICAGO
LEGEND

Airports having Control Towers are shown in Blue, all others in Magenta. Consult Chart Supplement for details involving airport lighting, navigation aids, and services. All times are local. For additional symbol information refer to the Chart User's Guide.

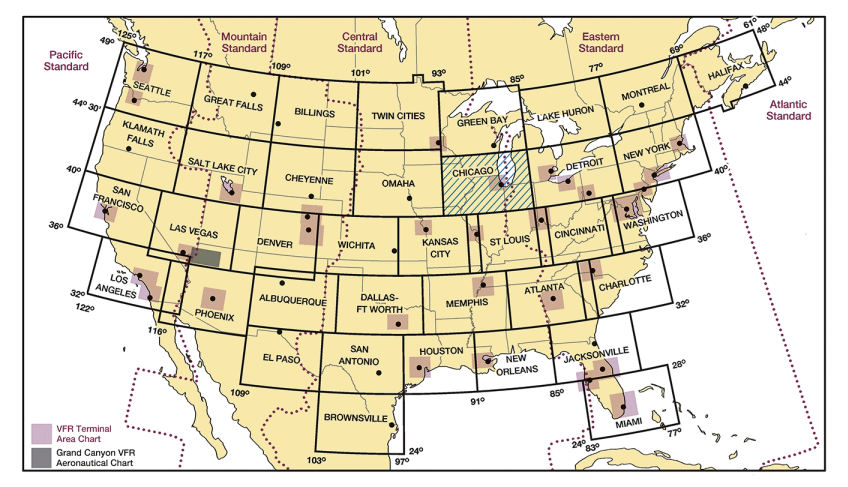

SOUTH
NORTH
AIRPORTS
Other than hard-surfaced runways
Seaplane Base
Hard-surfaced runways 1500 ft. to 8069 ft. in length
Hard-surfaced runways greater than 8069 ft. or some multiple runways less than 8069 ft.
Open dot within hard-surfaced runway configuration indicates approximate VOR, VOR-DME, DME or VORTAC location.
All recognizable hard-surfaced runways, including those closed, are shown for visual identification. Airports may be public or private.
ADDITIONAL AIRPORT INFORMATION
Private "(Pvt)" - Non-public use having landmark value
Military - Other than hard-surfaced; all military airports are identified by abbreviations AFB, NAS, AAF, etc.
Heliport Selected
Unverified
Abandoned - paved having landmark value, 3000 ft. or greater
Ultralight Flight Park Selected
Fuel availability indicated by use of tick marks around basic airport symbol. Consult Supplement for details and availability at airports with hard-surfaced runways greater than 8069 ft.
Rotating airport beacon in operation Sunset to Sunrise
OBJECTIONABLE - Airport may adversely affect airspace use.
AIRPORT DATA
Box indicates FAR 93 Special Air Traffic Rules & Airport Traffic Patterns.
FSS
NO SVFR
FAR 91
NAME (NAM) (PNAM)
Location Identifier
ICAO Location Indicator shown outside contiguous U.S.
Runways with Right Traffic Patterns (public use)
CT - 118.3 ★ C WX ATIS 123.8
285 L 72 122.95
RP 23, 34
*RP Special conditions exist - see Supplement.
VFR Advsy 125.0
UNICOM
AOE
Airport of Entry
FSS - Flight Service Station
NO SVFR - Fixed-wing special VFR flight is prohibited.
CT - 118.3 - Control Tower (CT) - primary frequency
★ - Star indicates operation part-time. See tower frequencies tabulation for hours of operation.
C - Follows the Common Traffic Advisory Frequency (CTAF)
WX - Weather Camera
ATIS 123.8 - Automatic Terminal Information Service
AFIS 135.2 - Automatic Flight Information Service (AK)
ASOS/AWOS 135.42 - Automated Surface Weather Observing Systems (shown where full-time ATIS not available). Some ASOS/AWOS facilities may not be located at airports.
UNICOM - Aeronautical advisory station
VFR Advsy - VFR Advisory Service shown where full-time ATIS not available and frequency is other than primary CT frequency.
285 - Elevation in feet
L - Lighting in operation Sunset to Sunrise
*L - Lighting limitations exist; refer to Supplement.
72 - Length of longest runway in hundreds of feet; usable length may be less.
When information is lacking, the respective character is replaced by a dash. Lighting codes refer to runway edge lights and may not represent the longest runway or full length lighting.
AIRPORT TRAFFIC SERVICE AND AIRSPACE INFORMATION
Only the controlled and reserved airspace effective below 18,000 ft. MSL are shown.
Class B Airspace
Class C Airspace (Mode C - see FAR 91.215/AIM.)
Class D Airspace
Ceiling of Class D Airspace in hundreds of feet (A minus ceiling value indicates surface up to but not including that value.)
40
Class E (sfc) Airspace
Class E Airspace with floor 700 ft. above surface that laterally abuts Class G Airspace.
CLASS G
Class E Airspace with floor 700 ft. above surface that laterally abuts 1200 ft. or higher Class E Airspace
Class E Airspace with floor 1200 ft. or greater above surface that laterally abuts Class G Airspace
2400 MSL
4500 MSL
Differentiates floors of Class E Airspace greater than 700 ft. above surface.
Class E Airspace exists at 1200' AGL unless otherwise designated as shown above.
Class E Airspace low altitude Federal Airways and RNAV 2 Routes are indicated by center line.
Intersection - Arrows are directed towards facilities which establish intersection.
132° V 69
Total mileage between NAVAIDs on direct Airways
169
T 319 TK 313
(Helicopter Only)
RNAV Waypoint
Prohibited, Restricted, and Warning Areas
*Alert Area and Military Operations Area (MOA)
*Alert Areas do not extend into Class A, B, C and D airspace, or Class E airport surface areas.
Special Airport Traffic Area (See FAR 93 for details.)
National Defense Airspace
Temporary Flight Restriction Area
ADIZ - Air Defense Identification Zone
MODE C (See FAR 91.215/AIM.)
National Security Area
Terminal Radar Service Area (TRSA)
IR211
MTR - Military Training Route
COMMUNICATION BOXES
122.6
123.6
OAKDALE
362 116.8 OAK
123.6
HOMER HOM
Underline indicates no voice on frequency.
- Crosshatch indicates Shutdown status.
★ - Operates less than continuous or On-Request.
A - ASOS/AWOS
WX - Weather Camera
Heavy line box indicates Flight Service Station (FSS). Frequencies 121.5, 122.2 and 243.0 are available at many Alaskan FSSs and are not shown above boxes. All other frequencies are shown.
R - Receive only
122.1R
FSS radio providing voice communication
MIAMI
Frequencies above thin line box are remoted to NAVAID site. Other FSS frequencies providing voice communication may be available as determined by altitude and terrain. Consult Supplement for complete information.
RADIO AIDS TO NAVIGATION
VHF OMNI RANGE (VOR)
VORTAC
VOR-DME
DME
Other facilities, i.e., FSS Outlet, RCO, etc.
Non-Directional Radio Beacon (NDB)
NDB - DME
OBSTRUCTIONS
(may be lit or unlit)
1000 ft and higher AGL
Wind Turbine
Wind Turbine Farm
2894 UC
Above 200 ft & below 1000 ft AGL (above 299 ft AGL in urban area)
Group Obstruction
Elevation of the top above mean sea level
2049
Height above ground
(1149)
Under construction or reported: position and elevation unverified
UC
Obstruction with high-intensity lights; may operate part-time
NOTICE: Guy wires may extend outward from structures.
MISCELLANEOUS
A - Aerobatic Practice Area (See Supplement.)
G - Glider Operations
H - Hang Glider Activity
U - Ultralight Activity
UA - Unmanned Aircraft Activity
Parachute Jumping Area (See Supplement.)
STADIUM
Intermittent TFR site (within 3 NM, up to & incl 3000' AGL)
Space Launch Activity Area
Marine Light
−1°E−
Isogonic Line (2025 VALUE)
VPXYZ
VFR Waypoints
NAME (VPXYZ)
TOPOGRAPHIC INFORMATION
Power Transmission Line
Aerial Cable
Lookout Tower
618 (Elevation Base of Tower)
Mountain Pass
11823 (Elevation of Pass)
Pass symbol does not indicate a recommended route or direction of flight and pass elevation does not indicate a recommended clearance altitude. Hazardous flight conditions may exist within and near mountain passes.

CHICAGO SECTIONAL
SECTIONAL AERONAUTICAL CHART SCALE 1:500,000

Federal Aviation Administration

EFFECTIVE 0901Z **19 MAR 2026**
TO 0901Z **14 MAY 2026**

Consult NOTAMs for latest information
Consult/Subscribe to FAA Safety Alerts and Charting Notices at:
http://www.faa.gov/air_traffic/flight_info/aeronav/safety_alerts/


Pacific Standard
Mountain Standard
Central Standard
Eastern Standard
Atlantic Standard
SEATTLE
GREAT FALLS
BILLINGS
TWIN CITIES
GREEN BAY
LAKE HURON
MONTREAL
HALIFAX
KLAMATH FALLS
SALT LAKE CITY
CHEYENNE
OMAHA
CHICAGO
DETROIT
NEW YORK
SAN FRANCISCO
LAS VEGAS
DENVER
WICHITA
KANSAS CITY
ST LOUIS
CINCINNATI
WASHINGTON
LOS ANGELES
PHOENIX
ALBUQUERQUE
DALLAS-FT WORTH
MEMPHIS
ATLANTA
CHARLOTTE
EL PASO
SAN ANTONIO
HOUSTON
NEW ORLEANS
JACKSONVILLE
BROWNSVILLE
MIAMI
VFR Terminal Area Chart
Grand Canyon VFR Aeronautical Chart

Published from digital files compiled in accordance with Interagency Air Committee specifications and agreements approved by Department of Defense - Federal Aviation Administration.

Warning: Refer to current foreign charts and flight information publications for information within foreign airspace.

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NSN 7641014100142
NGA REF. NO. SECXXCHICAGO
EFF. DATE 26078

CONTROL TOWER FREQUENCIES ON CHICAGO SECTIONAL CHART

Airports with control towers are indicated on the face of the chart by the letters CT followed by the primary VHF tower frequenciy(ies). Information for each tower is listed in the table below. Operational hours are local time. The primary VHF and UHF tower and ground control frequencies are listed.

Automatic Terminal Informtion Service (ATIS) frequencies shown on the face of the chart are arrival VHF/UHF frequencies. All ATIS frequencies are listed in the table below. ATIS operational hours may differ from tower operational hours.

ASR and/or PAR indicate Radar Instrument Approach available.

"MON-FRI" indicates Monday through Friday.

O/T indicates other times.

CONTROL TOWER	OPERATES	TOWER	GND CON	ATIS	ASR/PAR
ANDERSON RGNL	0830-1630 MON-SAT	126.0	121.6		
APPLETON INTL	0530-2300	119.6	121.7	127.15	
AURORA MUNI	0700-2100	120.6	121.7	125.85	
BATTLE CREEK EXEC AT KELLOGG FLD	0700-2300	126.825	121.7	128.325	
CENTRAL IL RGNL/ BLOOMINGTON-NORMAL	0600-2200	124.6 269.575	121.65	119.575	
CHICAGO EXEC	0600-2200 MON-FRI 0700-2200 SAT-SUN	119.9	121.7	124.2	
CHICAGO MIDWAY INTL	CONTINUOUS	135.2 269.125	118.075	132.75	
CHICAGO O'HARE INTL	CONTINUOUS	120.75 (RWYS 04R/22L & 10C/28C) 121.15 (RWY 09C/27C) 126.9 (RWYS 09R/27L & 22R) 128.15 (RWY 09L/27R) 132.7 (RWY 10L/28R) 133.0 (RWY 10R/28L) 348.0	118.05 S TWR 121.75 CNTR TWR (OUTBND) 121.9 CNTR TWR (INBND) 124.125 N TWR 226.675	135.4 282.225	
CHICAGO/ROCKFORD INTL	CONTINUOUS	118.1 290.375	121.9 290.375	127.6	ASR
DANE COUNTY RGNL/ TRUAX FLD	0600-2300	119.3 257.8	121.9 348.6	124.65 278.3	
DELAWARE COUNTY RGNL	0600-2200	120.1	121.9	133.25	
DUBUQUE RGNL	0600-2200	119.5 254.4	121.8	127.25	
DUPAGE	CONTINUOUS	120.9 257.8	121.8	132.075	
ELKHART MUNI	0700-2100 MON-FRI 0800-1800 SAT-SUN	119.5	121.8		
FORT WAYNE INTL	CONTINUOUS	119.1 269.325	121.9 348.6	121.25 360.825	ASR
GARY/CHICAGO INTL	0600-2300	125.6	121.9	134.575	
GENERAL DOWNING – PEORIA INTL	CONTINUOUS	124.0 353.85	121.85 348.6	126.1 282.2	
GENERAL MITCHELL INTL	CONTINUOUS	124.575 269.05	121.8 263.125	126.4	
GERALD R FORD INTL	0530-2400	135.65 339.8	121.8	118.725	
GRISSOM ARB	0730-2300 CLSD FED HOL	133.7 290.45	128.425 275.8	132.55 270.8	
KALAMAZOO/ BATTLE CREEK INTL	0600-2300	118.3 257.875	121.9	127.25	
KENOSHA RGNL	0700-2100	118.6 353.6	121.875	127.175	
LA CROSSE RGNL	0600-2100	118.45 251.075	121.8	124.95	
LAWRENCE J TIMMERMAN	0700-2100	120.5	121.7	128.3	
LEWIS UNIVERSITY	0600-2000	134.8	120.425	126.675	
MUSKEGON COUNTY	0600-2300	126.25 343.725	121.6	124.3	
PURDUE UNIVERSITY	0700-2100	119.6 343.625	121.9 343.625	127.75	
QUAD CITIES INTL	0530-2230	119.4 269.55	121.9	121.2	
ROCHESTER INTL	0500-2300	118.3 257.8	121.9	120.5	ASR
SOUTH BEND INTL	0530-2400 SUN-FRI 0530-2345 SAT	135.675 257.8	121.7	120.675	
SOUTHERN WISCONSIN RGNL	0600-2100	118.8 225.4	121.65	128.25	
SPARTA/FORT MC COY	0800-1600 MON-FRI EXC FED HOL	124.6 254.375	123.625		
THE EASTERN IOWA	0500-2330	118.7 266.8	121.6	124.15	
UNIVERSITY OF ILLINOIS/ WILLARD	0600-2300	120.4 229.4	121.8	124.85	ASR
VOLK FLD	0800-1600 MON-FRI EXC HOL O/T BY NOTAM	127.5 239.25	121.9 275.8	134.35 257.85	
WATERLOO RGNL	0600-2000	125.075 257.8	121.9 269.1	120.65	
WAUKEGAN NTL	0600-2000	120.05 273.55	121.65	132.4	
WAUKESHA COUNTY	0600-2100	123.7	121.6	118.875	
WITTMAN RGNL	0600-2200 16 MAR – 31 OCT 0600-2100 1 NOV – 15 MAR	118.5 290.9	132.3	125.9	

CLASS B, CLASS C, TRSA, AND SELECTED APPROACH CONTROL FREQUENCIES

FACILITY	FREQUENCIES	SERVICE AVAILABILITY
CHICAGO CLASS B	120.55 306.925 (N) 133.5 349.0 (S) 128.2 353.875 (SE)	CONTINUOUS
CHAMPAIGN CLASS C	121.35 285.65 (319°-138°) 132.85 290.225 (139°-318°) O/T 121.35 353.95 CHICAGO CNTR	0600-2300 O/T CLASS G
CHICAGO CLASS C	119.45 269.125 WITHIN 15 NM	CONTINUOUS
FORT WAYNE CLASS C	127.2 284.6 (SW/NW OF ACTIVE RWY) 132.15 282.325 (SE/NE OF ACTIVE RWY)	CONTINUOUS
GRAND RAPIDS CLASS C	124.6 257.6 (N) 128.4 257.6 (S) O/T 128.4 CHICAGO CNTR	0530-2400 O/T CLASS E
MADISON CLASS C	120.1 350.3 (E) 135.45 343.7 (W) O/T 133.3 257.925 CHICAGO CNTR	0600-2300 O/T CLASS E
MICHIANA CLASS C	118.55 257.8 (270°-099°) 132.05 257.8 (100°-269°) O/T 118.55 307.175 CHICAGO CNTR	0530-2400 SUN-FRI 0530-2345 SAT O/T CLASS E
MILWAUKEE CLASS C	118.0 317.725 (SE) 126.5 307.0 (NW)	CONTINUOUS
MOLINE CLASS C	133.275 257.8 (S OF ACTIVE RWY) 125.95 257.8 (N OF ACTIVE RWY) O/T 118.75 377.05 CHICAGO CNTR	0530-2230 O/T CLASS E
PEORIA CLASS C	125.8 269.2	CONTINUOUS
THE EASTERN IOWA AIRPORT CLASS C	119.7 266.8 (091°-269°) 134.05 266.8 (270°-090°) O/T 132.8 328.4 CHICAGO CNTR	0500-2330 O/T CLASS E
KALAMAZOO TRSA	119.2 270.25 (354°-174°) 121.2 239.25 (175°-353°) O/T 127.55 307.175 CHICAGO CNTR	0530-2400
MUSKEGON TRSA	119.8 290.35 (N) 133.825 290.35 (S) O/T 132.275 254.35 CHICAGO CNTR	0530-2400
ROCKFORD TRSA	121.0 327.0 (E) 126.0 327.0 (W)	CONTINUOUS
GRISSOM ARB	121.05 351.8 (E) 123.85 291.675 (W) O/T 121.05 338.275 CHICAGO CNTR	0730-2300
VOLK FLD	135.25 244.875 O/T 125.05 269.375 CHICAGO CNTR	0800-1600 MON-FRI EXC HOL

SPECIAL USE AIRSPACE ON CHICAGO SECTIONAL CHART

Unless otherwise noted altitudes are MSL and in feet. Time is local.
"TO" an altitude means "To and including."
FL - Flight Level
NO A/G - No air to ground communications.
Contact Flight Service for information.

† Other times by NOTAM.
NOTAM - Use of this term in Restricted Areas indicates FAA and DoD NOTAM systems. Use of this term in all other Special Use areas indicates the DoD NOTAM system.

U.S. P–PROHIBITED, R–RESTRICTED, W–WARNING, A–ALERT, MOA–MILITARY OPERATIONS AREA

NUMBER	ALTITUDE	TIME OF USE	CONTROLLING AGENCY/ CONTACT FACILITY	FREQUENCIES
R-6901 A	TO 20,000	CONTINUOUS 1 MAY – 30 SEP 0800-2200 MON-THU & 0800 FRI–2200 SUN 1 OCT – 30 APR †24 HRS IN ADVANCE	MINNEAPOLIS CNTR	128.6 363.0
R-6901 B	TO 20,000	BY NOTAM 24 HRS IN ADVANCE	MINNEAPOLIS CNTR	128.6 363.0
R-6903	TO FL 450	INTERMITTENT BY NOTAM	MINNEAPOLIS CNTR	128.6 363.0
R-6904 A	150 AGL TO FL 230	0800-1600 TUE-SAT†	MINNEAPOLIS CNTR	124.4 317.7
R-6904 B	TO FL 230	0800-1600 TUE-SAT†	MINNEAPOLIS CNTR	124.4 317.7

MOA NAME	ALTITUDE*	TIME OF USE†	CONTROLLING AGENCY/ CONTACT FACILITY	FREQUENCIES
HILL TOP	10,000	0800-1900 TUE-SAT	CHICAGO CNTR	120.97 370.85
HOWARD EAST	9000	0700-2200	KANSAS CITY CNTR	127.27 327.7
HOWARD WEST	10,000	0700-2200	KANSAS CITY CNTR	127.27 327.7
MINNOW	10,000	INTERMITTENT BY NOTAM NORMALLY DAYLT HRS	MINNEAPOLIS CNTR	120.85 322.35
PRUITT A	500 AGL TO 6000	0900-1200 & 1300-1600	KANSAS CITY CNTR	127.27 327.7
TWELVE MILE EAST	500 AGL TO BUT NOT INCL 10,000	0900 TO 30 MIN AFTER SS MON-SAT	CHICAGO CNTR	120.97 370.85
TWELVE MILE WEST	500 AGL TO BUT NOT INCL 6000	0900 TO 30 MIN AFTER SS MON-SAT	CHICAGO CNTR	120.97 370.85
VOLK EAST	8000	INTERMITTENT BY NOTAM 4 HRS IN ADVANCE	MINNEAPOLIS CNTR	124.4 317.7
VOLK FALLS	500 AGL	INTERMITTENT BY NOTAM 4 HRS IN ADVANCE	MINNEAPOLIS CNTR	125.3 335.6
VOLK SOUTH	500 AGL	INTERMITTENT BY NOTAM 4 HRS IN ADVANCE	MINNEAPOLIS CNTR	128.6 363.0
VOLK WEST	500 AGL	INTERMITTENT BY NOTAM 4 HRS IN ADVANCE	MINNEAPOLIS CNTR	124.4 317.7 128.6 363.0

*Altitudes indicate floor of MOA. All MOAs extend to but do not include FL 180 unless otherwise indicated in tabulation or on chart.
†Other times by DoD NOTAM.

ATTENTION

THIS CHART CONTAINS MAXIMUM ELEVATION FIGURES (MEF).
The Maximum Elevation Figures shown in quadrangles bounded by ticked lines of latitude and longitude are represented in THOUSANDS and HUNDREDS of feet above mean sea level. The MEF is based on information available concerning the highest known feature in each quadrangle, including terrain and obstructions (trees, towers, antennas, etc.).

Example: 12,500 feet .... 12^5

Class G Airspace within the United States extends up to 14,500 feet MSL. At and above this altitude all airspace is within Class E Airspace, excluding the airspace less than 1500 feet above the terrain and certain special use airspace areas.

NORTH AMERICAN AEROSPACE DEFENSE COMMAND (NORAD) PROCEDURES

All aircraft operating in the U.S. national airspace, if capable, will maintain a listening watch on guard frequencies VHF 121.5 or UHF 243.0. It is incumbent upon all aviators to know and understand their responsibilities if intercepted. Review "AIM" section 5-6-13 for intercept procedures. Additionally, if U.S. military fighter jets intercept an aircraft and flares are dispensed in the area of that aircraft, aviators will pay strict attention, contact air traffic control immediately on the local frequency or on VHF guard 121.5 or UHF 243.0 and follow the interceptor visual ICAO signals. Be advised that non-compliance may result in the use of force.

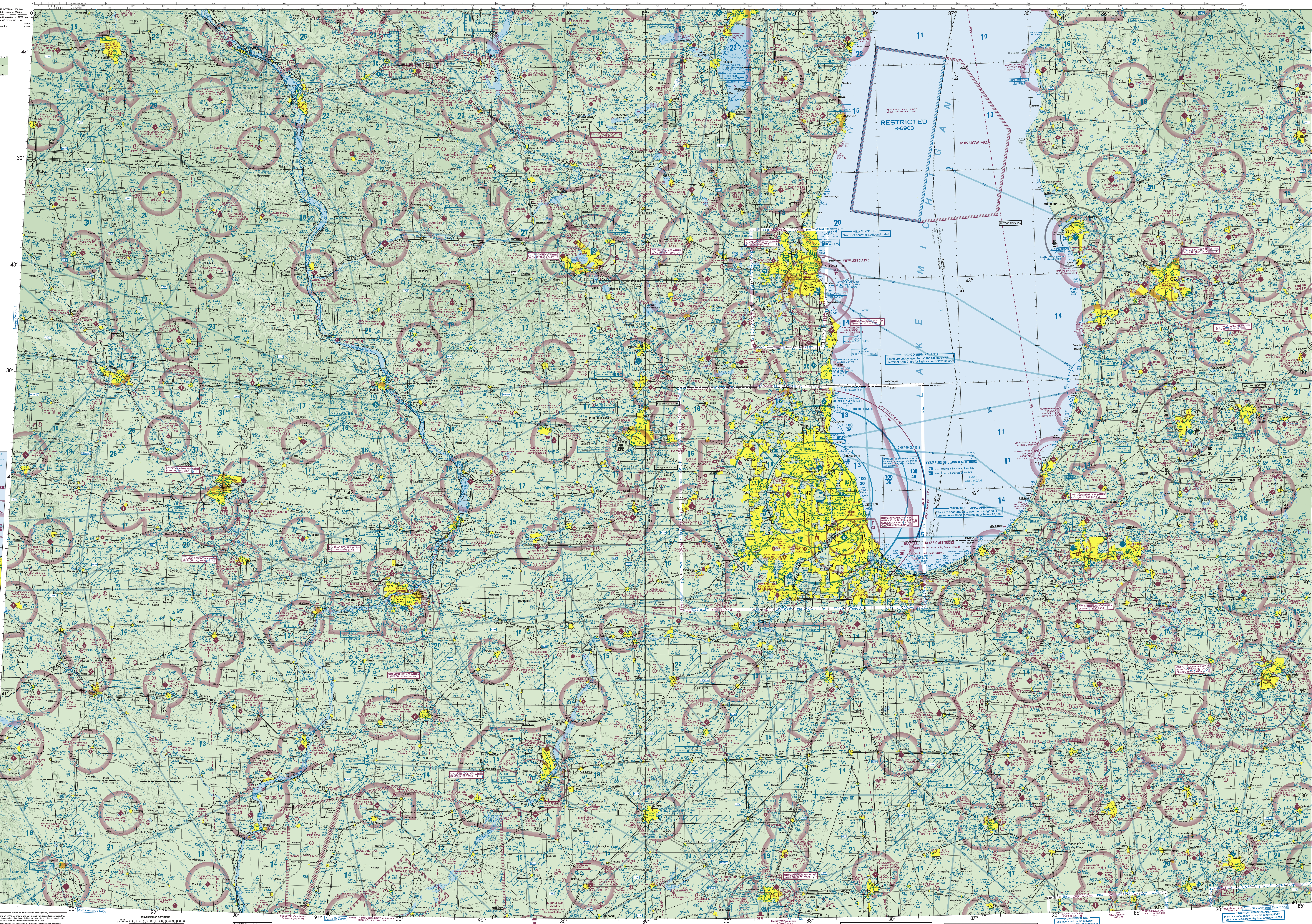
Flight Following Services are available on request and highly recommended in and around Class B, C, and TRSA areas.

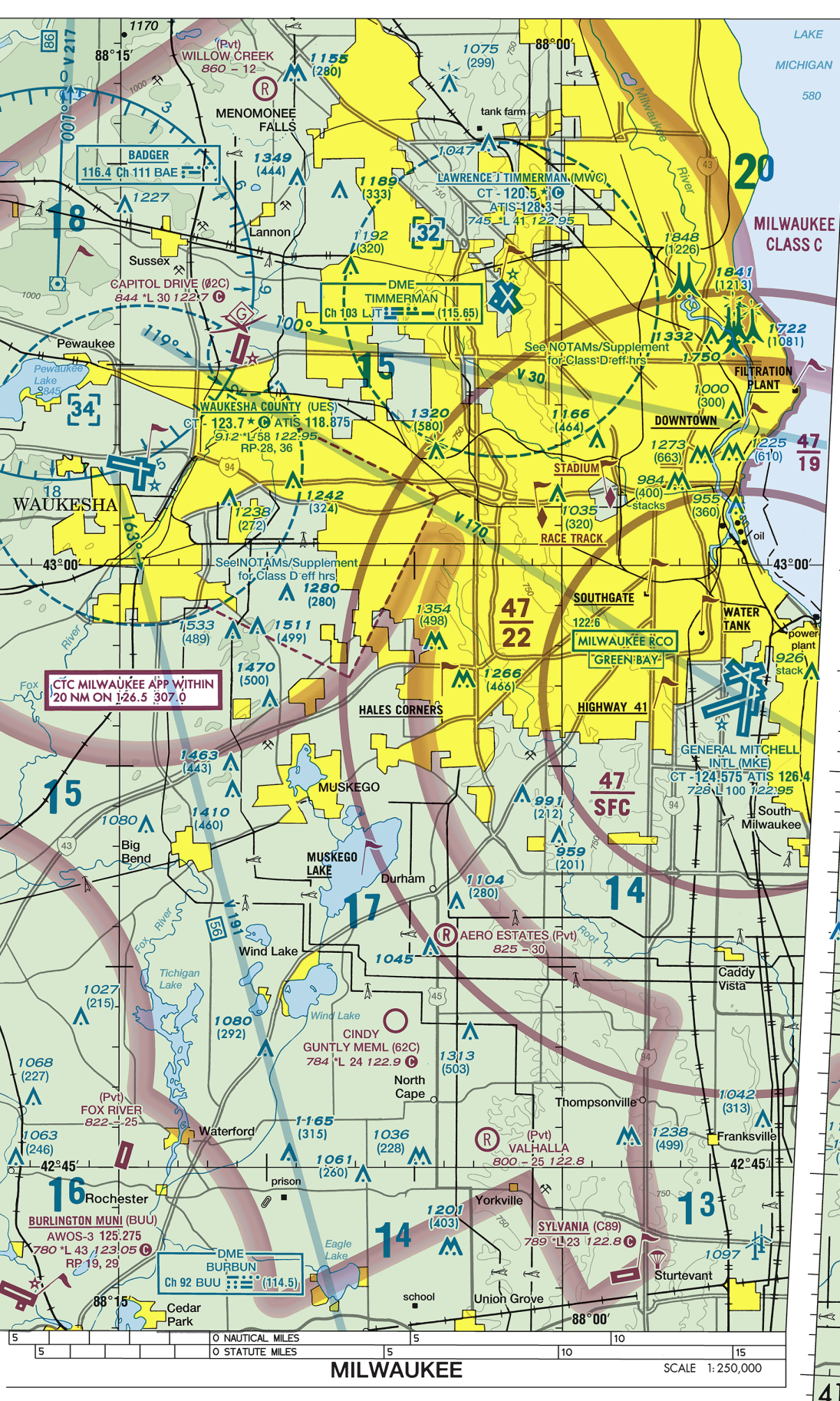
CONTOUR INTERVAL 500 *feet*
Intermediate contours 250 *feet*

HIGHEST TERRAIN elevation is *1719 feet*
located at 43° 02'N - 89° 51'W

Spot elevation 4254
Approximate elevation .... x 3200

1719
1000
Sea Level


RESTRICTED
R-6903
MINNOW MOA
LAKE MICHIGAN
MILWAUKEE
MILWAUKEE CLASS C
CHICAGO CLASS B
CHICAGO TERMINAL AREA
Pilots are encouraged to use the Chicago VFR Terminal Area Chart for flights at or below 10,000'
EXAMPLES OF CLASS B ALTITUDES
MILWAUKEE INSET
See Inset chart for additional detail
INDIANAPOLIS INSET
See Inset chart on the St Louis Sectional for additional information
CINCINNATI TERMINAL AREA
Pilots are encouraged to use the Cincinnati VFR Terminal Area Chart for flights at or below 10,000'
Joins Green Bay
Joins Omaha
Joins Kansas City
Joins St Louis
Joins St Louis and Cincinnati
VOLK WEST MOA
VOLK FALLS MOA
PRUITT A & HOWARD EAST MOA
TWELVE MILE EAST MOA
HILL TOP MOA
PRUITT A MOA EXCLUDES AIRSPACE 1500' AGL AND BELOW


MILWAUKEE
SCALE 1:250,000
NAUTICAL MILES
STATUTE MILES
MILWAUKEE CLASS C
LAKE MICHIGAN

Features normally used as checkpoints for controlling VFR traffic are emphasized on this series of charts so they may be readily identified.

Example: **POWER PLANT**

The name shown is that used by the controlling personnel and is not necessarily the official name of the feature.

PLOTTING DIRECT ROUTE ON NORTH/SOUTH SIDE

There are approximately two minutes of latitude overlap between the north and south sides of each sectional chart. To plot a course line from one side to the other, the user must first locate two pair of corresponding latitude tick marks, one pair on each side of the chart and follow the steps below.

STEP 1 - Draw a horizontal line (MATCH LINE) between each pair of corresponding latitude tick marks on each side of the chart just to the left or right of where your plot line crosses. (Figure 1)

STEP 2 - Decide which side of the chart has the departure or destination point closer to the edge of the chart. On that side, line up a blank piece of paper along the MATCH LINE (the paper should be completely on the chart, not extending beyond its edge).

STEP 3 - Slide the paper sideways left or right so that a side edge of the paper aligns with the departure or destination point (POINT A). Make a MARK A on edge of the paper where it meets that point.

STEP 4 - Without moving the paper, on the same edge as MARK A, extend a short line on the chart from the corner of the paper where it meets the MATCH LINE out to the edge of the chart. Make that LINE B.

STEP 5 - Turn the chart over and transfer the end of LINE B to the other side, and extend it straight to the MATCH LINE. (Figure 2)

STEP 6 - Take the sheet of paper with MARK A on it and align the (top or bottom) edge of the paper with the MATCH LINE and side edge with LINE B with the bulk of the sheet extending off of the chart. Plot a line from MARK A to the departure or destination point (POINT B).

STEP 7 - Where your plot line crosses the MATCH LINE make a MARK C. Extend a line straight from that mark to the edge of the chart.

STEP 8 - Turn the chart back over and transfer MARK C to that side and extend it to the MATCH LINE. Plot a line from MARK C to the destination. (Figure 3)

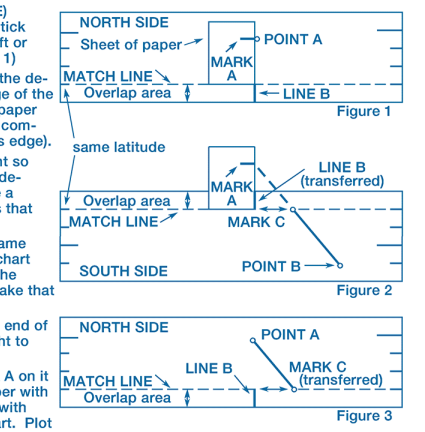

NORTH SIDE
Sheet of paper
POINT A
MARK A
MATCH LINE
Overlap area
LINE B
same latitude
LINE B (transferred)
MARK C
SOUTH SIDE
POINT B
MARK C (transferred)

Figure 1

Figure 2

Figure 3

REGULATIONS REGARDING FLIGHTS OVER CHARTED NATIONAL PARK SERVICE AREAS, U.S. FISH AND WILDLIFE SERVICE AREAS, BUREAU OF LAND MANAGEMENT AREAS AND U.S. FOREST SERVICE AREAS

The landing of aircraft is prohibited on lands or waters administered by the National Park Service, U.S. Fish and Wildlife Service, Bureau of Land Management or U.S. Forest Service (hereafter referred to as Agency/Agencies) without authorization from the respective agency. Exceptions include: 1) when forced to land due to an emergency beyond the control of the operator, 2) at officially designated landing sites, or 3) on approved official business of the Federal Government. All aircraft are requested to maintain a minimum altitude of 2,000 feet above the surface of the following: National Parks, Monuments, Seashores, Lakeshores, Recreation Areas, Scenic Riverways, Wildlife Refuges, Big Game Refuges, Game Ranges, Wildlife Ranges, Conservation Areas, Wild and Scenic Rivers, Wilderness Areas and Primitive Areas administered by the Agencies. FAA Advisory Circular (AC) 91-36, "Visual Flight Rules (VFR) Flight Near Noise-Sensitive Areas," defines the surface as: the highest terrain within 2,000 feet laterally of the route of flight, or the upper-most rim of a canyon or valley. Federal regulations also prohibit airdrops by parachute or other means of persons, cargo, or objects from aircraft on lands administered by the four agencies without authorization from the respective agency. Exceptions include: 1) emergencies involving the safety of human life, or 2) threat of serious property loss.

• • • • • • • • Boundary of Agency Areas

FOR PROCUREMENT: For digital products, visit
http://www.faa.gov/air_traffic/flight_info/aeronav/digital_products/
For a list of approved FAA Print Providers, visit our website at:
http://www.faa.gov/air_traffic/flight_info/aeronav/print_providers/

REPORTING CHART ERRORS

You are requested to inform us of chart errors and/or additions that come to your attention while using this chart. See frequently asked questions (FAQs) on our website at http://faa.gov/go/ais/ prior to contacting us via toll free number at 1-800-638-8972 or visit https://www.faa.gov/air_traffic/flight_info/aeronav/aero_data/ or mail to: FAA, Aeronautical Information Services,1305 East-West Highway, SSMC 4, Suite 4400, Silver Spring, MD 20910-3281.

For weather camera information visit https://weathercams.faa.gov

Lambert Conformal Conic Projection Standard Parallels 41° 20' and 46° 40'
Horizontal Datum: North American Datum of 1983 (World Geodetic System 1984)

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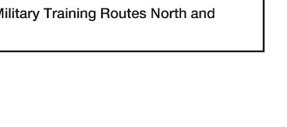
MILITARY TRAINING ROUTES (MTRs)

All IR and VR MTRs are shown, and may extend from the surface upwards. Only the route centerline, direction of flight along the route, and the route designator are depicted - route widths and altitudes are not shown.

DoD users refer to Area Planning AP/1B Military Training Routes North and South America for current routes.

CONVERSION OF ELEVATIONS



CAUTION: Severe turbulence may occur over rugged terrain. See AIM.

CAUTION: Unmanned Aircraft Systems (UAS) may be approved to operate above critical infrastructure including obstacles and linear features such as high-voltage powerlines, pipelines and railroads. Check NOTAMs and see AIM for details.

CAUTION: This chart is primarily designed for VFR navigational purposes and does not purport to indicate the presence of all power transmission and telecommunication lines, terrain or obstacles which may be encountered below reasonable and safe altitudes.

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